

THE HONGKONG TELEGRAPH, THURSDAY, JUNE 27, 1901.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Chartered Steamship

"TUNAN."

Captain Blethen, will be despatched for the above Ports, TO-MORROW, the 28th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th June, 1901. [672c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain J. Rattenbury, will be despatched as above on SATURDAY, the 29th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, OMES & CO., General Managers.

Hongkong, 27th June, 1901. [661c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 27th June, 1901. [675c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on WEDNESDAY, the 3rd July, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 27th June, 1901. [669c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA, and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection

with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNERS OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 27th June, 1901. [7]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILESIA,"

Captain Bable, having arrived, from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 26th June, 1901. [673c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamship

"MALACCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd July, at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1901. [674c]

To-day's Advertisement.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SILESIA,"

Captain Bable, will be despatched for the above Ports, on SATURDAY, the 29th instant, at Daylight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th June, 1901. [672c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES

at 16, Queen's Road Central, (R. HOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:-9 A.M. to 5 P.M.

THE SUGAR DUTIES.

The Sugar clause in the Budget has passed through Committee.

LATER

AUSTRALIA.

A MEMBER EXPELLED FROM THE VICTORIAN ASSEMBLY.

The Victorian Assembly has expelled Mr. Bindley, a Member for Melbourne, and ed

of a labour organ, owing to the latter

producing an article in the newspaper

People libelling the King.

WEATHER-REPORT.

The Observatory report says:-

On the 27th at 11.55 a.m. the barometer has risen on the S. coast of China, fallen on the E. coast. Pressure is low over Central China and the coast, and in the N. part of the China Sea.

Forecast—Fresh SW. winds; squally, showery.

LOCAL AND GENERAL.

The English mail of the 25th May was delivered in London on the 24th inst.

THE Government dredger we learned enquiry will be raised in a few days, the arrangements not being yet complete.

PRIVATE advice from Port Arthurates, says the *China Gazette*, that the plague has got a firm hold on that place.

THE West River is still rising and now stands at 60 feet above summer level. This is a record for this time of year.

THE Sanitary Board's recommendation that the Kennedy Town Plague Cemetery be planted with trees has been approved by the Government.

THE construction of a new approach path to Kennedy Town Plague Cemetery, as recommended by the Sanitary Board, was sanctioned on the 19th inst.

A very pretty wedding took place this afternoon at St. John's Cathedral between Mr. Wallace C. Bridger and Miss Florence A. Treaker. There was a large attendance of friends. Miss Doris Farmer *Artist*, 5 acted as bridesmaid with becoming dignity.

THE *Straits Times* says that a speculative Chinaman at Kuala Lumpur hired a piece of water called "Pudu Dam" from the Sanitary Board for \$15 per month for the purpose of rearing fish for the local market to be brought from China. The fish imported are species of the genus Hypophthalmichthys and one species of Ctenopharyngodon; all of them very valuable for food, but at present the price charged is rather prohibitive, being 80 cents per catty. The name seems rather prohibitive, but there is no doubt it is a big mouthful, and therefore good for food.

THE division of Marines at Toulon which has served in China is to shortly receive its share

of the spoils made by the French in the earlier part of the expedition. The regiment of marines will be in money, and the men of the 8th Regiment about £1,000. Nothing is mentioned about officers' shares, but every soldier will get about £10 or £15; a few lucky ones who took part in several looting expeditions will get as much as £44. General Coronat has decided that every man back from China shall be sent home on three weeks leave, so that he may take his prize back to his relatives and not squander it at Toulon.

THE *S. F. Call* of the 28th ult. notes a case of collecting a debt which appears curious to us, but is no doubt the usual thing in Texas—“Judge” Roy Bean (they are all judges or colonels in Texas) notorious throughout Western Texas and the subject of a magazine article, entitled “The Law West of the Pecos,” again distinguished himself last night by going through a Pullman car while the west-bound Southern Pacific train was stopping at Langtry, and with a large Colt's revolver in his hand, collecting from an Eastern tourist, 35 cents which the latter owed him. The tourist had bought some beer at the “Judge’s” saloon, but neglected to pay for it. Going through the sleepers Bean peered into each passenger's face until he found his man, when he said to the fellow: “Thirty-five cents, or I press the button.” Upon being handed a dollar bill he gave the tourist his correct change, and as he left the car remarked to the passengers: “That's the kind of an honest man I am. I am the law West of the Pecos.” The other passengers were ballyhooed, believing that Bean was a train robber, who meant to hold them up.

WE would call the attention of our readers to the offer of a prize of five dollars made in our leader column of the 11th instant. As will be seen, the prize is to be given for the best sketch of a project for the capture of the Island by a hostile force with a view to the destruction of the Naval Yard, Arsenal and Barracks. This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th inst. All articles to be addressed to

The Editor, “Hongkong Telegraph,” 50, Queen's Road Central.

THE *Nagasaki Press* says:—Japan is well represented at the Glasgow Exhibition. The exterior of the Japanese building presents nothing remarkable, but the exhibits present an artistic display of extraordinary beauty and value. One is a screen of silk needlework representing a landscape near Kyoto, in which the tints of the foliage and water are reproduced with wonderful brilliancy and delicacy. Another screen of lacquer, inlaid with carved and coloured ivories, and enamels, is priced at £1,000, and there are others still more valuable. Bronzes, porcelains, and books go to make up a nearly complete collection of Japanese arts and crafts. A good many of the articles came from the Paris Exhibition.

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The Editor, “Hongkong Telegraph,” 50, Queen's Road Central.

THE *Nagasaki Press* learns that the Mitsu Bussan Kaisha has obtained the contract for the supply of bunker coal to the United States army transports, for the latter half of the present year. Sealed proposals invited for the coal supply were opened on the 1st inst. at the United States Depot Quartermaster's Office in the Nagasaki Hotel, and the tenders were afterwards forwarded to the authorities at Manila, by whom the Mitsu Bussan Kaisha were notified on Tuesday last of the acceptance of their tenders. Tenders had been also sent in by the American Trading Company, Messrs. Holme, Ringer & Co., Messrs. Isaacs Brothers, Messrs. Taylor, Cooper & Co., and Taniguchi Kato Shokai. The offer accepted by the American authorities was for the supply of Miike coal at \$3.30 U.S. gold per ton.

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RATS ON THE PARADE GROUND.

The following letter from H. E. Major General Gascoigne, to H. H. the Governor with other correspondence, was laid before the Sanitary Board at to-day's meeting:

My attention has been called to a statement made in the *China Mail* of last evening (17th) in which it is said that it is believed that a very large number of rats have been found in the New Parade Ground &c. &c. This is in continuation, no doubt, of some utterances of Dr. Clark at a recent meeting of the Sanitary Board. As your Excellency is aware I at the time did not quite endorse the views entertained by Dr. Clark and requested that the matter might receive further attention. Owing to an accident my memo to your Excellency was not brought up before the Board and as time elapsed I thought it best to let the matter drop. But now that the matter has again cropped up I would request your Excellency to bring the matter up for full investigation. It is not for a moment suggested that Dr. Clark has made his statement loosely or carelessly. What is contended by Major Williams (in charge of the Parade Ground) is that Dr. Clark has been misinformed by his people as to the amount of rats found in the immediate neighbourhood. Major Williams' contention is that if rats in any number were found in the neighbourhood he must have seen them, where as, with all the search possible made after his attention had been drawn to the matter, he has not seen them; neither have they been seen in any numbers in Murray's Barracks. Only one dead rat has been found on the Parade Ground during the last eight months. Major Williams is living in a tent on the Ground; and it would be impossible for rats to be there in any numbers without his seeing them.

Our contention is that the people from whom Dr. Clark has received his information have misled him.

I would certainly desire, therefore, that attention be drawn to this.

A minute from Dr. Clark was attached as under:

The Inspector of the district reports that during the past two months, over 2,200 dead rats have been found in the neighbourhood of the Parade Ground and the Cricket Ground. This averages over 35 a day. Further comment is, I think needless. These rats were collected within a radius of 200 yards of the Parade Ground. If we count only those from the City Hall, Government Offices, Murray Barracks and Beaconsfield Arcade, they total 1000 for the two months, or over 17 per day.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

PROPOSED REOPENING OF BEAUCONSFIELD ARCADE.

To the Editor of the "Hong Kong Telegraph." Sir.—Will you permit me to earnestly entreat to beg—Will you permit me to earnestly entreat to resume residence at Beaconsfield Arcade for a further period of at least three months. This entreaty on my part is but a public duty.

Yours, etc.,

"BU-BO."

Hongkong, June 26th, 1901.

AT THE MAGISTRACY.

A CREDITABLE ARREST.

Kwak Hing was charged by R. Adlington C. 61 with being in unlawful possession of coal and assaulting him in the execution of his duty.

C. 61 sworn, in said at about 6.40 a.m. this morning I was on duty on the Praya East. I saw some men landing coal out of a boat to the Praya. As soon as they saw me, one shouted Sergeant and they ran away. I boarded the defendant's boat and was knocked by him into the harbour with a boat hook. I hung on to the boat for about 30 yards and climbed aboard. I caught hold of defendant but he got away and jumped into the water and was arrested subsequently on the boat. There were 40 catties of coal.

The defendant stated he got the coal while shippling and the constable fell into the water when he tried to board the boat.

Mr. Hazelton demanded the defendant on the first count to 14 days' hard labour and on the 2nd and 3rd weeks, sentences to be consecutive.

STEALING CLOTHES.

Leung Shui, a seaman on the s.s. *Hillshire* was charged with stealing \$250 worth of clothes. Walter Henderson and Police Constable 109 gave evidence, and the defendant was sent to goal for one month.

SUN YAT SEN'S SCHEMES.

Among the arrivals in Yokohama by the *America Maru* was Mr. Sun, says the *Kobe Herald* of the 19th inst., the well-known Chinese reformer. He came immediately from Honolulu, where he has been visiting his family for some months. According to a Reuter telegram, which has appeared in the foreign press, Mr. Sun Yat-sen stated in Honolulu that he aimed at the overthrow of the Empress-Dowager and her Mandarins and is backed by a strong force.

In conversation in Yokohama on Monday with a representative of the *Japan Gazette*, while not denying the truth of this statement and indeed confirming its substance, Mr. Sun Yat-sen stated clearly that he did not wish to talk politics.

"Things will be worse in China before they are better," he said oracularly. "I think before very long." Just now everything is unsettled and I have not had time to inform myself thoroughly since my arrival of the latest news from China. I do not think the Chinese Court has any sincere intention of returning to Peking, but will probably take up its position at some other point than Sian, where it will have closer communication with the Yangtze.

Mr. Delay asked for bail for two of the prisoners, Ana Nana Nohamed and Kayder Mydin. Their names were not mentioned in the information of the case, and they were only charged with receiving, not with taking part in the theft. No evidence had been given against them, and no information laid to say what was the charge, nor was any specific sum mentioned.

The Inspector in charge of the case replied that the charge against the prisoners was that of receiving \$3,000 of the stolen money.

Mr. Delay.—The prisoners were not arrested on a warrant.

The Magistrate.—Are your clients prepared to give bail?

CONSERVANCY OF THE WHANGPOO RIVER.

SHANGHAI, June, 20th.

The Boxer trouble was no exception to other ill-winds and one of the most substantial advantages which it has brought in its wake is no doubt the fact that we are within measurable distance of having our river properly constituted Board. Had not the Foreign Powers got the upper hand of China by reason of her last year's madness, the probability is that the state of the question, which was first mooted by the Shanghai Chamber of Commerce in 1898, would have been in the same position as it was at its inception. The people who could consider the Woosung Bar as a heavenly sent barrier, would not be likely to realise the fact that Shanghai as a seaport is doomed to certain extinction if nothing is done speedily to prevent the silting up of the river which is slowly but steadily going on before their very eyes. In fact the last two or three P. & D. steamers had to lighten a good deal in order to get over the Outer Bar. However, as things have turned out, the Chinese will no doubt be given the opportunity very soon of taking the Bar back where, as they would have us believe, it came.

The history of the conservancy question is briefly this. In 1898 the Chamber, having received some official encouragement, appointed a committee to draw up a scheme. This committee at once set to work and discussed the question in all its bearings, not only with all the representatives of the shipping interests here, but also with merchants and others who could give sound views on the subject. The Consular Body was also approached and the question fully discussed. The outcome of all this was that a very comprehensive and feasible scheme was drawn up and submitted to the Consuls. These gentlemen deemed some alterations necessary and made recommendations accordingly to the Chamber. A great deal of discussion then ensued until in April, 1899, the final scheme was drawn up, approved by the Consular Body and sent on to Peking. In due course a reply came from the Ministers to the effect that they had been consulted and that the scheme was then applied to the good offices of kindred institutions in the principal European capitals in order to get the scheme sanctioned. The Chamber waited a year and, not hearing again from Peking wrote to the Doyen of the Diplomatic Corps in June, 1900, enquiring about the fate of the scheme. It appears that this letter never reached Peking and the probability is that it was seized by the Boxers. Their trouble was now raging and nothing further was done until last spring, when another letter was sent by the Chamber reminding the Ministers of the correspondence regarding the Conservancy scheme. Shortly after this Mr. Hewett, than whom no one has a better grasp of the question or has taken more interest in it—went North on a short holiday and when at Peking met all the Ministers with the exception of M. Pichon, and discussed matters with them in his capacity of Chairman of the Council and Vice-Chairman of the China Association. Among the numerous questions discussed, of course the Conservancy scheme took precedence, and the outcome of these discussions was the appointment of five Ministers to form a committee on the Whangpoo Conservancy Question.

Mr. Hewett left Peking three weeks ago with every hope that the question would be soon definitely settled, but from the telegram which appeared in our last night's issue it seems that some important question, and not mere details as we are asked to believe, has cropped up, perhaps some unexpected obstruction on the one hand, or be desirable on the other, no action is being taken to arrest it.

When the seed is sown, a very slight shaking of the already dry stems is sufficient to induce it to fall entirely. The flour is either mixed with rice or "jowar," or eaten by itself, prepared into the ordinary flat cakes of the country, termed "chapatis." It is said by the natives to be sufficiently nutritious; and the mere fact that it is so largely collected shows it to be. Nevertheless it would be of interest to ascertain what percentage of protein the flour contains, and where it would stand in the scale as a nourishing form of diet. It has been found that two women can collect about 5 lbs. of the seed in the day, which, after the removal of the husk and bran, is reduced to 6 lbs. This quantity will make 30 cakes seven inches in diameter, or sufficient, it is said, to feed an able-bodied man for six days. It is interesting to note that the flour is being bartered in local markets by the poor for "chilies" and other condiments; but there is, so far, no recognised market rate. My horse, bullocks, goats and sheep refuse to touch the bran referred to, even when mixed with their ordinary grain. The seed is eaten raw under protest, but when cooked is more appreciated.

THE OLDEST MUMMY IN THE WORLD.

The most recent addition to the British Museum is perhaps the greatest wonder in that store-house of wonders. It is the body of a man found in Egypt. This in itself is not so wonderful, for Egypt is a vast cemetery from which have been unearthed the bodies of men and women who lived and died ages before Rome was dreamt of, and amongst them the corpses of greatness fill many a page of history.

We can look on the forms of Seti I, Ramases II, a Sesotris, the Pharaoh of the oppression and of Ramases III, and see them as they were in life. But the dead man, whose body now lies in the Upper Egyptian gallery, has an interest and an importance all his own. For he was not an Egyptian, but one of a race that inhabited the Nile valley before the Egyptian occupation. The body was found in a shallow, oval grave scooped in the sandstone, and covered with slabs of unshewn stone. The hole was too short to permit of the body being laid at full length, and it was accordingly placed in a curious posture. It lies on its left side leaning slightly forward. The face rests upon the two hands, and the knees are drawn sharply up, almost to the breast. Around the body are earthen jars which contained funeral offerings, and between the stomach and the thighs are deposited flint knives of neolithic pattern, the attitude is almost precisely that of human remains found in the cemeteries of Ballas and Sakha by Mr. Flinders Petrie. We may indeed infer that they belonged to the same race, and that this was the ordinary mode of sepulture.

The body under discussion possesses a value superior to the other specimens of his race. For while the remains found at Ballas and Sakha consisted only of bones, the body in the British Museum is in an almost perfect state of preservation. It was not mummified after the fashion so familiar to us from the Egyptian tombs, but has been preserved mainly by desiccation, to which it has been covered with a thin coat of bitumen has contributed. The body is quite uncovered and naked; the legs and arms are shrunk, to the mere thickness of the bone; the face has lost most of the covering and flesh, and some portions of the scalp are gone. Much of it, however, remains, still bearing a thick crop of curly reddish brown hair, while the torso, though emaciated, is singularly little altered. We can clearly see the wrinkles of the skin where the left shoulder has been torn.

"But radical reform in China can only come through the sweeping away of the Manchu dynasty and its corrupt officials and the adoption of European methods in business and government administration. The Emperor is probably a good man, but weak. I was on the same steamer as U. S. Minister Conger and he agreed with me that the Emperor was weak—a very child he said. Li Hung-chang is an able man but too much infected with Manchu ideas. Chinese reform will come through the

Mr. Van Cuylenburg asked for bail on behalf of Singaram, on the grounds that the prisoner was not mentioned in the information.

Bail was allowed in the sum of \$1,000.

Mr. Van Cuylenburg also asked for bail for Katchie Mydin.

Mr. Fort opposed.

Mr. Van Cuylenburg said this prisoner did not appear to have taken any active part in the Boxer trouble and no money was found in his possession. The information did not disclose that he took any active part in the robbery; the man Abdul Kader appeared to have done it all.

The Magistrate refused to grant bail.

Mr. Lowell asked for bail on behalf of Abdul Bakar. The only offence against this prisoner, said, was for giving the keys to another tamely and the charge was for retaining 23 keys the property of the Hongkong and Shanghai Bank. Bail refused.

Mr. Battenburg applied for bail raised from \$2,000 to \$10,000 in the case of Nine Pillar, night might be reduced. The \$3,000 found on the prisoner were not notes belonging to the Hongkong and Shanghai Bank; but Government notes, and prisoner's own money.

The Magistrate.—I don't feel inclined to alter my decision.

Mr. Van Cuylenburg applied for prisoner Papahan. This woman, he said, was the person who gave the whole game away.

Bail was allowed in the sum of \$500.

Katha Purimal and Mutu Kamaran were admitted to bail in sums of \$2,000 and \$10,000 respectively.

All the other prisoners were remanded in custody, and the case was postponed for a week.

—Strait Times.

BAMBOO SEED FOR FOOD.

We take the following notes from the *Indian Forester*:

It would not appear to be very generally known that the seed of the bamboo is not only fit for consumption by man, but that in this corner of India, it is being collected and so consumed to an extent sufficient to ameliorate a very pronounced local scarcity. How far outside the Dharwar district the seed is taking place I am unable to say. It undoubtedly extends some distance into Kanara. Here two *calamus* are alone involved. In them it is rarely possible to meet with a single culm not undergoing the process. The approximate area may be stated at 75,000 acres, extending fifty miles from north to south, along belts three to eight miles broad. It is generally admitted in this area that but for this prolific seeding, owing to the great scantiness of the rainfall during the past two seasons, the poorer classes would have been hard pressed.

The fact that there has been an unprecedented deficiency in the rainfall over a tract of country which is almost invariably well favoured in this respect, leading in its turn to a sudden seeding of the bamboo, is significant and of interest; but with this aspect of the question I am not at present concerned except in so far as to incidentally draw attention to the old Brahmin saying, "When the bamboo produces sustenance we must look to Heaven for food." The purely local inhabitants are not the only ones who are taking advantage of the present situation. The news has spread far and wide into territories where forests do not exist, and the influx of the people represents a serious factor in the preservation of the reserves from fire. It is a common thing to see cart-loads of bamboo grain plying along our roads where but a short while back grain in any form was at a premium. As it seemed doubtful whether any attempt to place a check on this wholesale removal would succeed on the one hand, or be desirable on the other, no action is being taken to arrest it.

When the seed is sown, a very slight shaking of the already dry stems is sufficient to induce it to fall entirely. The flour is either mixed with rice or "jowar," or eaten by itself, prepared into the ordinary flat cakes of the country, termed "chapatis." It is said by the natives to be sufficiently nutritious; and the mere fact that it is so largely collected shows it to be. Nevertheless it would be of interest to ascertain what percentage of protein the flour contains, and where it would stand in the scale as a nourishing form of diet. It has been found that two women can collect about 5 lbs. of the seed in the day, which, after the removal of the husk and bran, is reduced to 6 lbs. This quantity will make 30 cakes seven inches in diameter, or sufficient, it is said, to feed an able-bodied man for six days. It is interesting to note that the flour is being bartered in local markets by the poor for "chilies" and other condiments; but there is, so far, no recognised market rate. My horse, bullocks, goats and sheep refuse to touch the bran referred to, even when mixed with their ordinary grain. The seed is eaten raw under protest, but when cooked is more appreciated.

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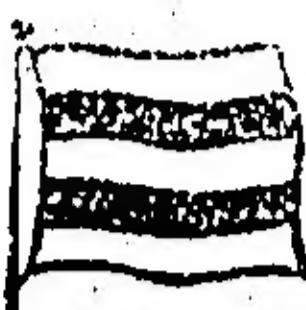
When the seed is sown, a very slight shaking

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NIPPON YUSEN KAISHA.

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STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TO-MORROW, 28th June, at Daylight.
G. Anderson	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TO-MORROW, 28th June, at 4 P.M.
ROSETTA MARU	KOBE AND YOKOHAMA	FRIDAY, 5th July, at Daylight.
N. Tait	VICTORIA, B.C. AND SEATTLE	MONDAY, 8th July, at 4 P.M.
KAWACHI MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	FRIDAY, 12th July, at Daylight.
J. S. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 16th July, at Noon.
IDZUMI MARU	KOBE AND YOKOHAMA	FRIDAY, 19th July, at Daylight.
M. J. Currow	WAKASA MARU	
J. B. McMillan		
HIROSHIMA MARU		
T. Mural		
BINGO MARU		
F. Davies		

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A. S. MIHARA,
Manager.

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

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Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June.

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A DESCRIPTION OF MANCHURIA.

In the May number of the *Forum* Prince Krapotkin writes on the physical features of Manchuria. He says:—“Immense stretches of a high, cold, and marshy plateau; wide, sandy, and waterless plains on the middle Sungari, similar to those of the Eastern Gobi, and also inhabited by nomad Mongols only; great expanses of marshy lowlands on the lower Sungari, inundated during the period of the monsoon rains; poverty and a hard struggle against an inclement nature; a thin population scattered along the rivers, in the deep valleys separated from each other by mountains thickly clothed with wood; in the Ghirin province—these are what we saw. Only a few little plains, one about Tsitsikar, on the Nonni river, and another between Mergen and Aihun, relieve the generally poor aspect of the territory. This is, in a few words, the general character of more than two-thirds of Manchuria.”

If one ride twenty miles from the river, he finds nothing but a succession of low, marshy troughs separated from one another by unfertile hillocks or impenetrable marshes on the banks of the Usuri, until he reaches the mountains. The result is that Vladivostock has no hinterland, properly speaking. It is a port thrown out on the Pacific coast, very far from the regions where a thick Russian population can ever be settled. It is more than 600 miles from the Blagovestensk plains, and another 1,000 miles from the plains of Transbaikalia; and nothing but mere strings of villages could be kept up between the Pacific port and these two possible centres of a future population. This is what ‘the strong footing of Russia on the Pacific’ comes to in reality. The interests pursued by Russian statesmen in the east are the interests of a military state, not those of the Russian nation. If Russia should abandon all her possessions on the Pacific—which she cannot be compelled otherwise than by keeping a military road across a territory which will never be Russian, but is sure to be more and more colonized by Chinese—this abandonment would spare to the nation enormous sacrifices; it would avoid the possibility of war entanglements in the east; and it would only strengthen the position of Russia against any possible invasion from the east. Fully granting the possibility of a militarily reformed China rushing some day, with its millions of men, against the Aryans, in which case Russia would be the first to suffer the shock, it is not in the Amur region and still less in Manchuria, but in Transbaikalia, amidst a thoroughly Russian population, that the first stand could be made against that invasion.”

LAND-CRABS OF CHRISTMAS ISLAND.

[FROM ‘PEARSON’S MAGAZINE.’]

To some people it will be news that besides the sea-crabs, with which every one is familiar, there are in many tropical countries several varieties which live entirely on dry land, and often at long distances from water. During a recent visit to Christmas Island, which is situated on the Indian Ocean, some 200 miles south of Java, I have had occasion to make the personal acquaintance sometimes unpleasantly close, of some of these remarkable crustaceans, and a short account of their curious habits may be of interest. One of the commonest and the largest of the Christmas Island land-crabs is the well-known robber-crab, which is found in most of the tropical islands of the Indian and Pacific Oceans. It sometimes reaches a length of 2 feet, and may measure 7 inches across the back, its colours are of a very gaudy description, the ground colour being a bright red, upon which there are stripes of yellow, but in some cases a purplish blue is the prevailing tint. The eyes are fixed on stalks which can be moved independently of one another, and there are two pairs of feelers, one long, the other short; the latter pair are continually jerked up and down. There is a pair of powerful claws, then several walking legs. In general appearance these animals are much more like rather stout lobsters than crabs, and one’s first encounter with one of these creatures in the middle of a forest far from the sea is productive of much astonishment on both sides.

In Christmas Island these crabs are common everywhere, and even if none are seen at sight it is only necessary to sit down for a few minutes, when a dozen or so will be seen approaching from all sides. They advance slowly with frequent stoppages, and if he observes sit quite still, they finish the last few feet at a rush, and then commence investigating bonis and clothes with their big claws with a view to getting at something edible. The experiment was never carried beyond this point, as the consequences seemed likely to prove painful. As soon as the least movement was made, they would scramble away backwards by a succession of jerks, and seek the hinder part of the body into any hole or crevice in the rocks, or tree-trunks that happened to be at hand; this done, they at once presented a bold front to the foe and struck out viciously with their long, sharp front legs. The reason for this anxiety to reach shelter is that the hinder part of the body is comparatively soft and vulnerable, just as it is in the case of the hermit-crabs which are often seen on English shores, living in old whelkshells; the creatures seem fully conscious of their weak point and always keep their face to an enemy. The dogs of the island have discovered that they can kill these crabs by biting away the soft tail, which they eat, and the older hands are very skilful in doing this, but for a novice, the attempt often leads to disastrous consequences; and ‘sounds of lamentation, which can be heard a mile off, uttered by a dog with a big crab hanging on to its nose or ear, ought to be a warning to incautious puppies. The pain inflicted must be very severe, for the claws have an extremely powerful grip. I have had the hard wood handle of a geological hammer scored and splintered by them, for the animals seem to have very little discrimination, and will try to eat anything that has been handled and is a little greasy. In the matter of food these creatures are by no means particular, dead rats and birds, fruit, the pith of the sago palm, and even their wounded comrades, are quickly disposed of. They are very useful scavengers round a camp, and clear away all carrion, which they often drag away a long distance. I have occasionally come across one laboriously dragging a bird, with up a steep cliff half a mile or more from the place where it had been found.

At night the crabs mostly disappear, though a few are attracted by the camp fire. The greater number no doubt retire into holes in the rocks and among the roots of trees, but on one occasion I happened to go into the forest with a lantern, and was astonished to find that many had gone two or three feet up the trunks, and others had climbed into low bushes, and, in fact, they may be said to have gone to roost. On moonlight nights, in open places, however, they keep moving about, and sleeping on one of the coral beaches at the western end of the island. I have several times been roused by feeling a crab pulling at my feet (fortunately I had taken the precaution to wear shoes), or touching my face with its long feelers. I know nothing calculated to make the most sleepy man get up in quicker time. One redeeming feature about these creatures is that they are

very good to eat, and can always be obtained without difficulty. When a new gang of coolies arrived from Java, most of them usually made themselves ill by devouring land-crabs as if they had never before had half enough to eat, and indeed, to men whose food had ordinarily consisted of a little rice and salt, with a bit of dried fish for a relish, it must have seemed that they had reached a land of plenty.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons have been unclaimed at the Post Office:—

Ajwin, Miss. Myer, J. D. Matisse, J. F. Mui, Miss A. Mein, W. MacCallum, D. Machlowsky, P. von Medical Officer Moffatt, Dr. A. T. Monteiro, T. Mullins, J. H. Mehta, Miss S. McKinnon, J. F. Mias, A. Marshall, A. W. McGill, W. E. McCracken, W. R. Miller, R. E. Merecki, H. Menrice, M. F. McIntosh, Capt. A. Nicol, J. A. Neilson, E. Osborne, E. Puisis, G. Pintowsky Parkinson, Dr. T. W. Plummer, H. B. Perrault, E. Page, Miss M. Pastano, D. J. Palmer, W. B. Painter, Rev. T. W. Pereira, D. S. G. Pioner, Dolly Ryder, J. Ruse, E. P. Reynolds, R. Roberts, H. C. Robinson, & Co. Duncan, D. Dingeldein, A. Don, L. L. Doer, C. L. Freeman, Miss V. W. Foot, Capt. F. Fingen, G. Forest, Miss A. Fernandes, C. Field, H. C. Forster, Dr. Fernald, F. L. Griffin, C. Grandt, H. Goicuria, Sr. A. Godwin, Mrs. Gray, J. C. Granger, E. Hallard, F. J. Hay, Rev. N. E. Hark, G. Hall, S. B. Hendersen, W. H. Heaney, Mrs. Hakata, C. Harper, A. H. Hughs, E. Hing, C. Hill, Dept. Hughes, Mrs. Hennings, R. Irwin, C. W. Johnson, J. Jeffries, Rev. M. Juna, Mrs. Johnson, R. Johnson, Hon. H. C. B. Jones, Dr. Kirk, Dr. R. King, G. K. K. Kurster, Mrs. O. W. Lohr, A. Larkin, A. Leun, C. de Lebrun, H. Lee, Miss D. Lee, G. Lockhart, Mrs. C. Lorret, P. List of Registered Covers in Poste Restante.

Ahmed Iseen, I.P.C. Kader Hadjia—Muhammed Abdul Kahn, R. Kemper, A. C. (London, Southport) (1) Returned. Buta Singh Bava and Co., Supl. Brimble, Capt. A. Bortolo, B. Bobal Singh Bevoral, Bonifacio Chunda Singh, I.P.C. 583 Clarke, J. Crane, E. H. Cruz, M. Calto, J. T. Damerell, A. G. Delhi, N. M. Khan Dean Singh, I.P.C. 547 D. McGill, Major H. S. (Tientsin). Fox, F. (2) Fatmalem (Bombay) Feicile, Blaz Fostisane, A. Ferreira, F. X. P. Fairis, G. (Singapore) Friedman, R. Fortesquen, H. Gahor Khan Grewal Singh, I.P.C. 807 Garcia, R. Gulab Khan, I.P.C. 509 Gunda Singh' Guleck, M. Gonsalvez, J. Haud, J. (Manila) To Constandio, Vic. Eng. School. Hestian Ali, I.P.C. 67 Hilton, St. John Hsuan Kuan, I.P.C. 616 Hsia, Miss G. Hodges, Ed. G. Pon. (Manila) K. turned. Haldar Singh, I.P.C. 602 Hali, J. L. Hall, Capt. F. (2) Housh, S. Haynes, J. Herman Sligh (Sin- gapore) Hall & Co., F. W. Harris, W. Hamil, Mrs. G.

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West, Mrs. M. Wazir Singh Waiyan Singh Wills, A. Zuniga, M. M.

List of Registered Covers for Merchant Ships.

S.S. Astor G. Nazinovich. H.M.S. *Borboeur* M. Richardson. S.S. *Changsha* G. Groves. China. Capt. Moore. Deccan M. J. Garbutt. Ellis *Norsach* J. J. McCarthey. Emma Luyken Capt. Wallis. Haflan R. Olsen. Hanoi Theo. Ranner. Hating A. E. Tilton. S.M.S. *Jaguar* Walker. Jaguar Boos. Jaguar Maal Kapulchinski. Jaguar Paymaster. Jaguar R. P. Smiles. Kusking Capt. Sanderson. Manuel Lagana E. Nelson. Muto C. Morris. President R. B. Munro. Radley John Mann. U.S.H.S. *Relief* Capt. McFeely. Relief J. H. Miller. Relief P. Schneider. S.S. *Rewa* C. Cantoniis. Saint Jerome Capt. A. Jones. Shantung Capt. Quail. Shantung Miles. Tukang J. Kynock. Ula R. O. Lloed. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies’ Offices at Hongkong.

Beckerhein Njiewoo Chiong. Bruff Comedy Pitman. Butler Duncan, Pigtail Powlee. Chechiosang Sham. Chinghai Stack. Cheong Seng Loong Steamer Wineland. Duncan Chesney Sunsayany. (Two Telegrams) Takiakoff. Dobell, Welsh Fusiliers, Thl. Honjoo Toksham. Ingansee Turgens. John Wheeler Watanabe. Messagerie. Kaiting Yeeon. Konyuenghong Yuenmaw. Konyuenghong 5233, 3266, 3964, 2875, (Two Telegrams) 1311, 2950 (Wingon Tai, West Point). Kwongsingloong 0651, 3031 (Nan Wan). Laibopyon 0208, (Swee Keechan). Lichuenshang 5502, 7127 (Manlong). Matthew, Joseph, Tor. (Two Telegrams) pedo Depot. 2688, 5288 (Wing Kee). Nedada 6436. 3458, 4713, 5002 (Kan Hok Chau).

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VISITORS AT THE HONGKONG HOTEL.

DUKE OF YORK, British steamer, 2,416, J. S. Cox, 15th June.—Moj 10th June, Coal—Dowdell & Co., Ltd.

FLINTSHIRE, British steamer, 2,476, J. Dwyer, 2nd June.—London 3rd May, and Singapore 17th June, General.—Shewan, Tomes & Co.

HITACHI MARU, Japanese steamer, 3,826, G. Anderson, 26th June.—Yokohama and Moji 22nd June, General.—Nippon Yusen Kaisha.

HONGKONG, French steamer, 739, J. Pannier, 26th June.—Haiphong 23rd June, General—A. R. Mart.

KACHIDATE MARU, Japanese steamer, 3,436, S. Fujiki, 26th June.—Kuchinotzu 21st June, Coal—Mitsui Bussan Kaisha.

KEONOWAI, German steamer, 3,115, A. von Riegen, 25th June.—Bangkok and Swatow 21st June, General.—Butterfield & Swire.

KO-SI-CHANG, German steamer, 1,291, Leuss, 18th June.—Bangkok 11th June, Rice—Butterfield & Swire.

MAUSANG, British steamer, 1,614, Walsh, 21st June.—Sandakan 15th June, Timber—Jardine, Matheson & Co.

MUNICH, German steamer, 4,691, Krebs, 28th May.—Caroline Islands 17th May, Ballast—Melchers & Co.

ROBBIE, 1st-class gunboat, 755 tons, 6 guns, 1,000 i.h.p., Capt. Oldham, Hongkong.

ROSE, twin screw, and-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cooper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

Robt river-boat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-boat, 2 guns, Lt.-Comdr. Cart, West River.

Snipe, river-boat, 85 tons, 2 guns, 1,400 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 1,800 i.h.p., 22 knots.

* Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff.

* Flagship of Rear-Admiral Reounoff.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlet, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sparrow, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 top tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 top tubes 280 h.p., speed 22 knots.

Ursuri, Russian torpedo boat, 143 tons, 4 guns, 1,800 i.h.p., 22 knots.

Yamato, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demplar, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,080 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. O. Allbone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 1,392 h.p., Com. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Canevelli, Shanghai.

Eiba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermo, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.

Strambola, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Captain V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Losgus—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones, —Hongkong, Canton, & Macao Steamboat Co.

Ilis, German gunboat, 1,000 tons, 30 guns, Comdr. von Basewitz, at Shanghai.

Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotte, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Röhlmann, at Amoy.

Geter, German cruiser, 1,000 tons, 8 guns, Capt. Bauer, at Shanghai.

*** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Ilis, German gunboat, 1,000 tons, 10 guns, Capt. von Usedom, at Shanghai.

Irene, German cruiser, 4,